Sheet No. 1. Barque Philippe Delanoye of New York

Left New Haven Sat Oct 20th 1860 for Boston to join the Barque Philippe Delanoye for a voyage to Hong Kong. Shipped a Cabin Steward at $ 20.00 per month and $25.00 advance. Was in Boston until the 22nd inst. Slept on the ships forecastle on coming with Steward to Islands (a loading of mine) and obtained our meals at the eating stores near the wharf, and occupied our leisure time as follows. Visited a dentist had two front teeth filled @ $1.50 -- $3.00, Boston Athenaeum $0.30 -- Common. Public Garden, Bunker Hill Monument $0.15. Charlestown Navy Yard, Custom House for a Protection $0.25. (left my old one at home,) also visited the Post Office and during my rambles quite often got on the wrong tracks and was obliged to take a roundabout course to find our way back; but thanks to the kind and obliging people of Boston the distance was greatly shortened; My daily expences for Board was about $1.50 -- To -- Whole amt. Expended -- -- -- -- Board -- -- -- -- -- $1.54

Boston Bible -- -- -- 3.00

Tooth Brush -- -- -- .25

" Powder -- -- -- .25

Postal Boy -- -- -- .15

Athenaeum -- -- -- .30

Monument -- -- -- .15

Miscellaneous -- -- .50

$ 6.15

Sunday 28th the Crew came aboard & shortly after the Steamer with the remainder left for Weh (on account of bad weather) & then at the Brake of day we made sail with a light breeze & at one time left Boston Bay behind with its Batiste land behind and shipped a sea with

for a foreign land ~~fifteen~~ three thousand miles away,
which if Providence do reflekt we expect to reach in four
months time. "Shakspoke"

"We had studding sails out in the Gulf but before
we were three were obliged to double reef the topsails.

At this time the capt. and all hands fell-
quite glowing the Ship was making 5 in. water in 2 hours
this leakage was supposed to be in the upper works search
for it and discover it to be principally about the water pipe
and box around the rudder head. This carpenter stopped
most of it and the tricks at pumps diminish 3/4 (pro
time) the dead lights in forecastle leak badly, my opinion
is that the ship is over loaded for so long a voyage and that
there will be plenty of work at pumps. as for other work
all hands are constantly at it from day light until dark
with no prospect of abatement for 5 months to come. there is con-
siderable grumbling about a privelige that sailors in general are
not slow to adopt and as a stimulant the dry work
and rather unpleasant living may be counted in. there are
on an allowance of water. But I do not complain and
am better fare contented. There are 8 hands forward
the boys included equally divided into two watches &c

The after guard consists of the Capt. Mr Dorr
of East Boston 1st Mate, Hattie Stone 2nd Mate. Carpenter,
Steward & Cook, (genus of color) and the whole passengers
three, and the Capt. Wife & child. grand total 13 — — —

We have a good supply of fresh provisions &c. aboard &c.
Mr Dorr is an English man by birth has followed the

Sea some 23 years the latter part in the American service his temper is rather fiery and is some what hard with some of the men He selected me to be in his watch and I would not be willing to exchange. The 2nd Mate is generally liked and understands himself.

The Capt deserves a good name from all especially by the mate who thinks everything of him. Mr Davis is a man rather to fond of pleasing the Capt. and I am afraid will carry it too far. On the southern edge of the Gulf we experienced a week or more Easterly weather which terminated on 2 day calm and then a short gale from the S.S.W. hove to under close reefed main topsail and reefed foresail the sea were irregular and our deck received a good washing one small sea came aboard by the main rigging washed the booby hatch off and 4 buckets full went into the after cabin or officers state room before morning the wind abated and at day light made sail I was sent on the jib boom passing gaskets around jib having taken it off to clean it from oil jib pennant and one of the men a native of Norway (Wilson) was assisting me when there was a lurch I lost his foot hold and fell from the boom into the sea the Bow struck him and he passed under the ship hauled back the main yard and the Capt was on deck in a moment and into the Weigan rigging to get sight of him but it was of no use we had got the boat on the rail already to launch the man at the wheel saw him go down almost as soon as He came to the surface and as the Capt shouted could see nothing of

4 Pow & Wh Nov 28th

from the wreck was abandoned as useless, the man had on a large amount of clothing and Oil skins and heavy sea boots and no doubt was hurt damaged by the bord of the ship. It was a sad accident and greatly lamented by all on board It deprived us of a good man and leaves us rather short handed The carpenter supplys his place in the watch and takes his regular turn at the wheel (a very good thing of him) After the gale the wind set in from the S & W and we have a good breze until the 18th inst, when after experiencing a few rain squalls it comes in from the N.E. light at first and gradually increases to a strong breze and we call it the North East Trades it continues unsteady and varies from N E to E by S until the 24th inst, when it falls calm and appearances of rain Our position as near as I could learn yesterday was Lat. 11° 9' N. Long. 31°. — W To day 28th the wind again comes in from the E.d. set the standing sails &c All hands are still kept on deck and are kept hard at it from 6 O'clk, A.M, until near the same hour P.M. excepting a portion of the Ofdl, watch below my reasons for saying a portion are that sometimes there is a job for all hands to do which could have been done before for instance two Sundays running were setting up backstays and rigging until 10 O. clk. We have now commenced on the Rigging and are busily engaged in worming and serving them. The fore Topmast and Main Head Stay or Fly jib stay being black

Sheet No. 2 Page 2 and last

28th Nov. Continued. The fit stay was slack some
several days back and a strong breze flowing with a
heavy sea on, the Ship pitched bad and the Rig almost
shook all to pieces carried away the main
yard in sight of Riggin the Carpenter has made a mathin and will
soon send it up. The leak is now nearly stoped requir-
ing 2 or 3 minets spell at pumps per 4 hours. 29th
Wear in the neighbourhood of 50° 42' N. and have had
plenty of rain Sundle one of which parted the fly jib sheet
I am obliged to split it- send it to and bend a new one in the
the links of chain back roap parted. At noon a steady
breze from S.E. sets in the last calls it the S.E.
trades but it blows fair up to Cynalls of colins. Sun 2nd
Mon. 3rd. We are now in the Lat. of 1° 43' N.
with a light breze from S.S.W. accompanied with some
heavy rain squalls have filled up all the empty casks
if the wind had been favorable should have sighted
St Pauls but as it is shall pass to the W.d.
Tues 4th 120 Blks Mid-night- Note the wind S.E. steady
and continued blowing the day strong from S.S.E.
making a S.W. ½ S. course, this P.M. crossed the
Equatorial Line in Long. 30° 30' W from Greenwich
Wed 5th the wind has now set in steady
and strong from the S.E. this A.M. two Barques
in sight to windward one overtaken us and passed
by and steering but not near enough to speak her. by-
Observation Longitude this noon 31° 12° and our Lat. was
32° 18° N. She had a deck load of lumber and

was probably bound to Buenos Ayres for reasons
unknown. There were no signals exchanged on both
did we ascertain her name she was an American
ship and will probably report us. Sat 8th. Wind
moderated a little ~~yester~~ day before yesterday veered
turning in deadeyes. Some word turned 'em to for
first the end and had to do it over again. Such
kind of work justifies one in saying that the
Ship is not much nearer the point of greatness
as shelly. Our ~~in~~ clipper ships. Just when she left
Boston stock in the anchors off the bow and
placed them aboft the foremast and find the
results to be an improvement in motion &
steering in Bailing qualities. This day finds
me nearly recovered from a spell of sickness
somewhat resembling yesterday's symptoms of headache
nausea inclination to vomit and slight chills. Took the
Pills. take and emetic at night take a dose
of Calomel and then before breakfast for a
short time the Capt. was very much interested in
my recovery. Hoisted a mizzen sail
up to cover the forecastle and deck lights to
admit the light necessary long washed
a
June 11th Thur A.M. Spoke the
barque Hertze Bernard from Amsterdam 40
days out bound to Batavia exchanged
Longitudes 34° 23' W. & 34° 28' do. She had
nothing higher than top gallant sails Provisions

and rigs rigging and D. should say that got Holland the Dutch as a first class clipper. Friday 14th Lat 21° 44' S. for several days back the S.E. Trade has been toppling during the day and would breeze up again at 8 or 9 at night until yesterday when it blew all together and a bulge set in from the N.E. Steering a course S.S.E. wind light days a ship heaving in N.W. shall finish to-morrow morning in Read eyes of making rigging but there is a wake work yet to do before Completed all hands are still at it hard at work from 7 A.M. 6 P.M. (since the days are longer) until 6½ P.M. the Capt. I understand intends to call the Ship at the first opportunity. Sun 16th Lat by Observation 23° 25' S and Long by D.R. 29° 46' W. Wind still from the S.E. steering a course S.E. by S. have seen several vessels yesterday and to day. Mon 17th Lat. 23° 44' S Long 29° 45' W. The wind has veered to the South, set studding Sails on both sides. Signalized the Dutch Bark Maria 37 days from Rotterdam bound to Batavia the Capt. & passengers had a good time signalizing her and among other things spelt our name out to her Tues 18th Wind S.W. close hauled on Starboard tack this A.M. weather looks raing send down our top gallant mast & royal mast the latter was blowing some with back. this P.M. raining and quite cool all hands wet

Dec. 14th to 25th

threw Dead upon the Beach & all hands were and the yard the mast was large for the ship and did not get them until the set.

Wed 15th " The wind is quite strong towards latter part from the S.W. & W.N.W. during full & by 4 Court Martial found guilty might have been shot 3 to be Englishmen and Spoke one the Ship Stanstead of London 5 days out bound to Calcutta or else Bombay the Capt was an old surly old fellow and would not have much to say - We proved to be the best sailer of the two and of three of the other 50 sent the top gallant sail and worked the royal yard to day and so ends these 24 hours

Thurs 23rd and Friday ends the end of an early storm with the wind from the S.W. this storm commenced Friday and increased gradually to a strong breeze and usually there was a heavy S.W. swell which made a bad sea and kept four decks wet nothing else has occurred worthy of note. Sat 25th Today is Christmas with moderate breeze from S.E. which by noon veers to the N.E. at Standstone; all

As a general thing aboard of most American vessels Christmas is not considered as a holiday and all the respect payed to it is a small additional in the dinner but with us to our agreeable surprise the work was discontinued and—

Sheet No 3

(Dec. 25th/1861). Continued from Sheet No 2 for 24 hours

but within in the our agreeable officers the work was discontinued and we enjoyed ourselves as well as circumstances would permit Our Dinner which is an important feature in the catalouge of enjoyments fell short of our expectations it consisted of the following Pickled Rice. Hermetically sealed preserved meats of different qualities. (Salt. Beef. & Pork) and as a desert Stewed dried Apples. lacking a larger quantity of molasses in an acquaintance of which it was necessary to add it— cold. the Boiled Rice possessed to much of the Savoury which made it rather unpalatable but by an combination of all with an addition of a loaf of short bread from the Cabin we made out a very good dinner. So ends Xmas 24 hours with a light breeze studding Sail set steering a course to the S.E. from the Lat. of 32° S. Sat 29th The weather for the 24 hours ending by 6 hours that comes from the S.E. accompanied with cloudy weather so ends the 24 hours, and the most are unpleasant in with the squally weather which is presently accompanied with rain which continues until noon when the wind hauls more to the S.W. and the sun occasionally shows himself the studding Sails are shifted over and a new mark is put in heel of Shanker off the old one broke while shifting over the booms at 4.00 PM. falls calm with plenty of rain the wind presently gets around

January 1861

S.E. and is light and baffling thro the night.

Mon 31st moderate breze from the S.E. at 5.0 Clk A.M. sight the grupe of Islands called Tristan d'Acunha in Lat. 37° 7' S. and Long. 11° 48' W. and passed 12 miles to the N.E. of it the Capt. found and error in his Cronometer of 25 miles. The Island was shaped like a Sugar loaf gradually tapering towering to an height of 2 miles the surface is covered for the greatest part presented rather a barren appearance. There were The Islands though however are considered very fertile whalers go in there to recruit, they are claimed by the English who have a depot there for the benefit benefitt of Others vessels bound around the Cape, there were plenty of Humpback Whales in sight all day in nearly every direction some passed quite near us snorting some squirting forcably of the time when I had a much closer view of some of their brethren. A full rigged brig was in this morning apparently bound to the Islands.

Jan 4th 1861

Wishing you all a happy New Year I will state that with fine weather the day pleasantly was expected it would be a holly day but were disappointed all the former sayed that it was in the way of a sea pie for dinner composed of fresh pork potatoes rice and dumplings it it work very good and we all did justice.

Fry 5th Thurs had nothing of much consequence occured the day only that of a barge of

wind from the N. and W. Ats in with very prospects of increasing my object in making this statement is that all those latitudes nearly would prevail and sometimes continue for month under and I might say months. my object then is to ascertain how long it will favour me and to judge of the distance run. Sat. 5th - Wind about W. & W.W. and very strong weather variable from a dreyly rain to a clear sky steering a course to the S.2d " & E.2d " with studding sails out Speed not over 7 knots per hour this P.M. the topmast studding sail halliards parted and let the sail into the water in consequence of which the boom broke rigged out another in its place and set the sail. Wed 7th - The wind still continues a good breze from W. to W.W. and have been making mostly East Long. Now being in about 10° E. this P.M. wind hauling to the S.2d " & W.2d " shifted the studdsing sails over and gave us a cruise S.E. Signalized the ship Serra Gordon of Greenock Scotland. 65 days out bound to Bombay. Our Long. was 10° 08' E differing but a few miles from ours. She was of about a 1000 tons burden with Saltish forts heavy loaded and was thus more to the S.d than we were. P.M. wind began to moderate and during the night quite calm. Thurs 8th - Light wind this morning breeze on again but not strong and towards night moderate and variable. Fry 11th as regards wind about the same as yesterday the weather at first was a little rainy but at

Cape Agulhas.

At 6 Oclk A.M. clear off and rather warm we are still at work on [illegible] with [illegible] very large prospects of finishing Before we reach Hong Kong!

Sat 12th Thears 2 hours commences with [illegible] usually moderate and [illegible] wind ESE. steering a course S. E 1/2 E the wind continues unsteady and variable [illegible] still towards night when we have it strong from ENE. [illegible] this P.M. the Short watch of Men assisting to bratice out Square forward which occupys 1 1/2 hours Below have the remaining 2 1/2 hours below; Another one of the pigs was Slaughtered today and we expect to Dinner the Sabbath [illegible] by making a meal of a portion of him P.M. as well state here that from noon have Duff 3 times per week; Sun 13th At Strong breze from ESE. Steering SE. weather a little cynally by Chronometer time the Long was found to be at 8 Oclk A.M. 20° — E. which is the Long of Cape Agulhas the Southernmost point of Africa having been 81 days in making the passage which has considered 1/2 the Distance since learned that the Lat. was 35° 25' S.

Mon 14th Thears 24 hours commence with the wind the same but stronger 11 Oclk A.M. hauled the [illegible] up Gaff and Sails wind still increasing and a little rainy P.M. wind E.S.E. blowing a gale Saw her to under close reefed Top Sail (Main) whole Spencer and foretop mast Stay Sail the sea is very irregular at 7 Oclk hauled out foretop Sail to assist the in keeping nearer the wind Thursdays Log will be found in that of a.m. 3.

Tues 15th "

Sheet No 4

Continued from Jan 14th 1864.

Wed 16th (first part) The gale still continues with a slight variation in the wind (S. by W.) the old ship lays her very well considering the great hold of the water that she has the heft of the cargo being below centre of gravity causes her to roll more than she otherwise would provided she was loaded right A.M. the jib boom would occasionally find itself under water and the reaction of this after on getting escaping from the water would cause the Master & Steward to fear (shoring) both of us bore to starboard leaning over board by using a lateral force hooked fast up and set it up with the halliard tilly to the cat head thereby causing the boom and mast perhaps to bend, the spanker mast bended early this morning as she would lay to equally as well without it. the hull worker on Lee side forward of fore rigging started off and one board washed or broken off by the sea found a round the others and kept them in their place P.M. the wind and sea having abated a little the boat the same that he could run her off into the fore sail (reefed) and keep her off but finding that there was more sea on than he calculated on hauled her to again and lets the fore sail remain. ⊙ Mon 17th A.M. the wind continues about the same as yesterday P.M. more moderate hauling around to the W'd & Lulled fore part wind about S.S.E. and increasing cloud headed to the S.W. took in mizen top gallant studs.

Thurs 17th " these 24 hours commence with less wind kept her along " on her course at day light set the fore sail

double reefed and continues under that sail including the Starboard and jibe the remainder of the day.

Fry day 18th Wind S.S.E. still blowing strong / set the lofgallant sails " on single reefed topsails / the reefs are turned out some time in course of the day and reefs set latter part wind hauling when to the E.½S. still on the Starboard tack Sat 19th " Wind about S.E. and strong with an tendency to increase Weather foggy the same as the known preceding days. shortly after breakfast hand the royals & F.G.&M. B. Sails, set all drawn top mast weather braces, after supper double reef the topsails. Sunn 20th " Commences with wind abt the same at 8, G, 6, & A.M. wore ship heading on the other tack about S.W. ½ S. Wby S. then the watch bends new main topgallantsail which is all ready sewed up having sent the old one down before that part turned out. F.G.&M. Sails, wind having moderated, begin heading to the E.rd and Ofter at E.S.E. and so end the Days 24 hours under single reefed topsails since noon. Pray as usual remarks the since this windy weather off the Cape, we have had the pleasure of Fowtch and Dutch aboard us.

X Mon 21st " Commences with the wind at topgallant sails over single reefed top sails at 4, 6, & 8 A.M. tack ship heading on the other tack E.by.E. 8, 6, & 4 P.M. again tack ship heading on the other tack S.by W. the carpenter is getting out some more oak timber to fish the main top-sail yard with it being slightly sprung, at work

by observation our Lat. was found to be 38° 43' S. P.M. all hands on deck fish main top sail yard by nailing and lashing 4 pieces of white oak about 4 feet long under neath & on top of the yard. then set the sail whole and fore top and the same, Thurs 22nd commences with a gentle breeze in fly jib, main top gallant stay sail, in making sail gentle moderate wind E. S. E, send down main top mast standing rail town and give em the royals. P.M. all hands braze off on after halets for varnish and spread out Spars to dry wind about E. by N, and stormy weather looks windy, sounds there 24 hours under full sail making a knots S. E. ½ E, variation 2½ points westerly and heavy swell from W. by N. which will make him course E. ½ S. good.

Wed 23rd Lat 41° 23' S long 4 11 26' E wind variable from E. by N. to E. S. E. and usually with strong S. C. Clk, a White squall [heavy] struck us while hauling down the fly jib the lee top sail sheet parted let the top gallant halliards run fore & about then haul up the lee top sail clue reef & shackle the stud and again bent it then P.M. a thick fog envelops us which with the disagreeable cold wind produces a sensation (there the mighty) that forces the thinking faculty called down to notify the fore body a close of the fortune of the more agreeable positions that it previously has had the good fortune to enjoy being fully and freely with the exception of the above ends 24 hours smart as ever known.

Saturday Jan 24th A.D. 1863.

Commences with wind S. weather cloudy the same as P.M. the watch employed [illegible] 2, 6, 6 bells P.M. [illegible] ship heading on the starboard tack E.S.E. wind light and shifty after commencement veering to the westward at 8 bells again tack ship and set heads her course E.S.E. 6, 6, 6, the wind quite fresh from N.N.W. and increasing fast, there is a heavy swell from S.E. which causes her to roll so much as to take it in over the rails 8, 6 bells, while furling fore top gallant sail the fore top sail split right shook it and then call'd the watch (4 P.M.) to shorten sail the wind at this time was blowing a gale (right after us) close down fore and aft main top sail furl'd furl the main sail and main top gallant sail then double reef the main top sail close reef the fore and the watch after hauling in [illegible] &c. gone below we have about a ½ hour our selfs in when the [illegible] sound of 8 bells calls us on deck again when middle watch [illegible] remain on deck agreeable weather there the [illegible] night I pass away 2 hours in the galley and the remaining 2 at wheel when the joyful sound of 8 bells calls us below and there into bunks and the [illegible] are to all silently go. So ends. Jany 25th Wind works around to N.W. and is still blowing a gale steering E.S.E. reading off about 8 knots 8 bells struck a very part of fore topsail the weather until near noon

A continuation of Sheet #Do 4.

Friday Jan. 25th A.D. 1861.

was a little squally with sleet when the sun became clear, and air uncomfortably cold, P.M. wind abates a little 8. O. bolk. Shake a reef out fore & main topsail. / having prevously set main top mast stay sail 8½. O. bolk. set the main top gallant sail the wind comes in guests with long intervales, and the green seas keep our decks wet, the old ship steers like a pilot Boat before it, and behaves herself nobely. / 12. O. bolk. wind light have just finished turning reef out of topsails and set main royal. By using the handy billy the watch (two men and a boy) managed with a large amount of pulling to hoist the topsails rather than wait - nine bells & O bells thereby saving about 5 minutes of time proving the smallness of the crew of whom one may speak more of by & by.

Sat 26th - Wind about N.N.W. weather pleasant and much warmer 4. O. bolk. P.M. wind slacks hove in spanker to assist the steering the mate made a pennant for main top mast stay sail and got it to long 5½. O. bolk. take in royals fly Jib fore top gallant sail 6½. O bolk, reef the main sail wind about west and blowing a moderate gale steering E. S. E. in fort watches they fall on main sail we are on steering good there under the following sail main sail reefed whole topsails and fore sail the Long. 1st day at noon was 50° 38' E.

Sun 27th 1861

The wind veered to the S.W. and rather more squally with slight inclination to rain otherwise weather fair. In morning watch there was a long lull and the Land Mark made sail but were obliged to take it in again, the wind to fore to.gal. sail parted it close up and furld. P.M. Barometer rising, ship rubbing rather near the wind shaped a small sea slightly injuring Main Course. So ends these 24 hours being in Long. 55° - E from Greenwich, Lone a Ship ahead Tuesday

Mon 28th The gale has abated the weather still stands good with a moderate breeze A.M. from old quarter set studding Sails on Stbd. side steering a course S.E. by E. D. Alt. Long 58° or thereabouts the watch have 4 hours below, on deck doing small jobs wind about West and increasing 5.6. Bells get studding sails, gear &c prepared for Setting, in first watch set top mast and Lower studding Sails.

Tues 29th Pleasant with a fresh breeze from the W.rd all hands on deck to day repairing Sails covering of chafes &c. P.M a Ship in sight Eastern steering across to the 2.rd then we for the Londiers at 8 Bells set studding Sails on port side and gave him a course E.S.E.

Wed 30th. Weather fair with moderate breze from W.rd, and heavy S.W. swell

Feb. 30th

..P.M. the wind has moderated down to a light breeze all hands are employed at various jobs. Em Long 64° 04' E.

Thurs. 31st. Commences with a moderate breeze from S.E. and gradually increases to a moderate gale and on account of the wind veering round to the E.S.E. we shall steer it to South Eastward at 12, 6, 6lks. P.M. single reefed topsails and ends those 24 hours.

Fri. Feb. 1st.

The blue stile continues A.M. 7, 6, 6lks double reefed topsails, and reefed main sail the wind is not much stronger but the sea is getting up and the boat is taken off to ease her pitching. 8, 6, 6lks, furled main sail. P.M. 2, 6, 6lks, reefed fore sail. stile pitching heavy 3, 6, 6lks. Broached up the Main Yard in the Main Rigging, furled the main sail and set the Main Spanker at this time the wind is stronger than ever commencement and got it stowed but as a L.L. generally done before Broaching 8, 6, 6lks double reefed topsails and before we finished the gale Broke and stood 2/ hands making sail.

Sat 2nd.

Commences with calm foggy weather the Capt & passengers entice an Albatross with pork attached to a hook close under the Stern and then struck him with the gravel threw the way

and Scanted from aboard his wing
sneakward from tip to tip 10 feet. He was
killed and stewed the steward undertook to
cook him to morrow (for the cabin) his
bill was saved as a curiosity and the fat
to make tobacco smoke. One of my ship
mates teeth of an Albatross shot measured 2½
feet from tip to tip (a gone sized bird) 2 Gales Pd.
a large spring up from the S.W. and we gave
a wide berth S.E. and at sundown carried
all our studdg sails. The log at 6 hours
arrive at 5 Straits Sunday noon shot sun
make a short day for noble fresh provisions &c

Sun 3rd ⊗

A variable breeze principally from the North
continually at work with studding sails &
altering position of yards &c. Lat. about 38°

Mon 4th

Wind at E. and veering N. made sail
and steering off North. Steering a course
S.E. by E. as such at noon we arrive in the
neighborhood of 85° E Long. now shall run
to the North for Tenerife 10 6 blk. P.M. wind
hauls gradually around to the W.S.W. and
commences to blow. the Barometer indicates a
gale 11 A.M. 6 blk. full fore top gallt sail 12 6 blk.
full main sail. wind blowing a moderate
gale and squally. ⊗ for morning saw a ship
astern steering for the Indies

February — Sheet No 5 1861

Wed 5th

Strong breze from S.W. steering a course E by S
S. (with Royals set and a sail in Sight)
at noon (in Long. 78° 23' E. and passed some
white near (but not in sight) of two Islands, viz.
St Pauls or Amsterdam. Island Lat. 37° 52' S Long.
77° 35' E. and the other Amsterdam or St Pauls
Island Lat. 38° 46' S. Long. 77° 36' E. P.M. the
watch at work making a side ladder & 6 hands
set top mast Studding sail and lower studding sail
on. Starb'd, weather pleasant but a little sprinkly
wind about same So ends

Wed 6th. Pleasant with a
light breze from S.W. all hands on deck
sent up a new main top gallant mast
stay the old one chafed off, set up fly
jib stay &c &c

Thurs 7th.

Pleasant with moderate breze from W.S.W & W.
Send down main sail for repairs and bend
the old foresail in its place until repaired, all hands
on deck, the afore sails from after hatch were not
in last blown with salt water dried them of to day.

Fry 8th.

Weather fine, Wind W.S.W & a good breze, all hands
on deck, making Awning yards, repairing sails &c

Feb. 9th to 11th

Evening not a cloud visible Southern Cross & Magellan Clouds fully developed, Ours Junction at noon to day Lat. 9° 28° S. Long. 85° E. Steering E. by S. nothing in the S'ld.

Sat 9th

Commenced. Weather fine, wind about N.E. and a good Breze. Steering a away E. by S. at 4 P.M. Wind about S.W. and strong Killed one of the two remaining pigs. the last Stretch a porpoise and flew a large Contingent of Shearing and excitement got the "pig" in, and suspended him by the flukes ready for the Tank.

Sun 10th

Wind very strong from the 3rd A.M. 3.6 bells foretop mast studding sail halliards parted and let the sail partly drop into the water, managed to save it with out seriously damaging the boom. P.M. wind stronger and steadily Increasing at 4 P.M. took in the studding sail, royals and top gallant sails. the fore top mast studding sail boom was carried away previous to this by pressure of wind Just fished the spar to day E. by S.

Mon 11th Lat Obs 2 Long 75° E.

Weather fair. wind strong from S.E. Steering E. by S. when the will head E. all hands as usual to day Send fore & main royal yard down repair jackstay Scarf &c — rebend Cable and Cross the yards again Cleaning the tank finished. evening. took in gally

Tues. Feb. 12th 1861

Cloudy weather, wind light & toffling from E.rd, repaired Foreloil and finishing Job Commenced mutter, ago, S.C.blk. P.dk. tack Shif Pheading on the other tack S.S.E. the batt is in hopes of reaching Timor in 15 days at the farthest.

Wed 13th

Weather a little drizzly, the watch have the P.M. below while them on deck scraping off paint ect. ect. the wind is light and variable from the N.W.E.

Thurs 14th - Weather pleasant smooth by the hull works and commence painting, Wind from N.N.W. light, steering a course E.N.E. by N. all hands on deck some to work at rigging

Fry 15th

Pleasant with a breze from the S.E. steering a course N.E. by E. all hands on deck at work on rigging, pafuting ect. ect. midnight nearly calom

Sat. 16th

Commences with a light breze from S.E. which presently hauls around to the N.W. & E.rd. Weather today-fock, the P.M. the wind hauls to the E.rd all hands engaged at various jobs steering a course N.E. by E. when the will head it.

Sun 17th

Sat 8.0.blk A.M. 33° 08' S. Long 103° 00' 30" W. Weather cloudy, wind from W.N.W. 6.6.blk. P.M. when it hauls to the S.E. steering a course

N.E. by N.

Mon 18th

Pleasant weather, with a strong breze from E.S.E. steering a course N.E. by N. Dark flying fish a high track we are in good weather, all hands employed with Lanyards of Stay main rigging on mast and plate them down after the swifter which separated were again and set the rigging once more for good.

Tues 19th

Lat 28° 12' Long 107° 00" Weather pleasant wind strong from E.S.E. steering a course N.E. by N. all hands employed at work at rigging &c. &c.

Wed 20th

Weather pleasant, Wind the same until noon when it hauls to the S.E. and strong which may be considered as commencement of the trade. Give her a course N.N.E. by E. Sprung in the yarn set studding sail & ct. & 6.6 lb. allowance out on water 1 gallon per day for each man four & abaft. to be delivered at 6 & 6 lb A.M. each day. all hands employed painting off main rigging &c.

Thurs. 21st

Pleasant with a strong trade wind steering a course N.N.E. & E. all hands employed. Carrying down ct. ct. & sailed the remaining spanker. Pleasant throughout 24 hours

February. Sheet No 6 th. 22nd 1861.

Friday 22nd

Pleasant. in the P.M. the trade hauls more to the Southward, steering a course N. by E. blowing a fresh gale from E to E.S.E. Ships going 7 to 8 knots per hour. per log. all hands at work in main rigging Starting down salt. 11 0

Saturday 23rd.

Lat 17° 57' S. Long. 111° 58' E. Weather pleasant. Wind light and variable, steering a course N.E. by E. Employed Knotting & splicing. Carried down salt.

Sunday 24th

Wind & weather continues about the same. Steering by acct. at noon 113° 36' Lat by our Meridian altitude of the Sun 16° 27'

Monday 25th

Lat 14° 48' Long 115° E, Commences with fine weather and light variable winds steering a course N.E. Continues steering on the same tack all day. Employed as yesterday at 4 P.M. saw a small island from E to E.S.E. distance off the same from 2 or 3 leagues with many coral reefs. the winds & weather continues as before. at 8 P.M. saw the island bearing S.E. distance 2 leagues. at 10 P.M. hauled off S.W. and continues so until 4 A.M. when the wind veered round to the N.W. and continued so during the night with some thunder and lightning

Thursday 20th -

Lat 13° 16' S Wind" from W^ard and
frequent squalls of wind & rain we have
variable & light airs commencement of
both weather P. M, let go anch standing off
halyards parted the sail & yard blew
up & gangalled with jibboom guys and the
back stays & sprung badly injured.

Sandal wood Island in sight
300 miles distant the first land we shall
make, probably Ins it or Wash.

The boat from season not
fully known arrived by the passengers keys
worked of course on the shore during the
day and left officers by night to up this
the course is made good. the Mate says
that if one fall to leeward of the land it
will later some time to beat up again as
the currents is setting East better than a
knot per hour, the Malay tells them
that they never know any thing of the kind before
of all that it always a light of amplidude
in the morning. There has been several
instances of this having been when there
was a current that in the course of 24
hours the ship has been found by Lat-
per rotation to have run from 15 to 30
miles out of her reckoning. it is a

matter of fact that she steers hard when there is a fair strong breeze but makes 2 or 3 miles an hour more of the course when the ship swings easily as much to windward as to leeward in a circumstance very questionable.

Wednesday 27th

Lat 11° 48 Wind strong from S.W. Weather not to be steadily steering a course of S.E. good watch & watch scraping paint. at 8 bells P.M. got all the water up & took out. at midnight the Batt. raises the Island of Sandal Wood about two points on the weather bow give him a course deep East. for Timor or en bas

Thursday 28th

Weather quite pleasant light and baffling winds Thermometer 82 in the shade called the Monsoon from the S.W. but the land breeze is continually throwing it out of its course which keeps us at braces and studding sails the Batt allows the watch to go below at 8 bells the first pleasant P.M. that has not been all hands on deck since leaving Boton, Sandal Wood Island presents a pleasant appearance its centre extremity comes to a point very gradually resembling Montanah point & Manahort point very much, steering a course for Timor

Friday March 1st

Weather Pleasant and exceedingly warm but this is not the first short day I can assure we have been suffering for with heat for more than a week and it is on account of warm weather that the Boat has altered her watch & watch, the Wind is about the same as yesterdays The Island of Flores in sight to day we guess it about 25 miles to the S.W. & steer N.E. & E. by N. & E.N.E. for the Island of Portland on Port bound distant 10 miles.

Saturday 2nd

Clear fine & before noon a.m. pleasant wind light & variable during the night & part of this day or dead calm. Part of the night a severe squall from the S.W. called all hands & by working smart we escaped with little damage nor had Patulong with the storm staysail

Sunday 3rd

Clear South Island in Port bearing very short night very light & baffling variable on the head Cindy, Tuesday on the Starboard 10 to 15 miles distant a fishing boat of about 50 or 60 tons.

Monday 4th

A.M. very hot and calm painting bull marks &c. Observing Azimuths at 11 & 6 P.M. a large shoal of Porpoises & Dolphins Dolphin

One boy Island on Port bound distant 10 miles.

March

Sheet 1 of 2

5th

James Delano
a deck boy
& Geo Robins

Monday 5th

P.M. mostly calm weather employed knotting
Progress

Tuesday 6th

Wind & weather as yesterday observed the Land
to N.W. & N.N.W. the distance between Ogasawara
Islands 14 miles wide when we are headed
towards them 24 hours

Wed 7th

A.M. rather warm & Still in distance
saw a whaley vessel astern Steered towards
us but kept off from her. Observed the
the current is getting to the west and
so hot little head way we make while there is
a breze as soon as it dies out the current sets
us back again. 6, 6, 6 1/2, P.M. a moderate breze

Thursday 8th

Commences with calm weather get the boat
out and make preparations for sounding ship
(out board) the 6th latter a sail around and
keeps the ship at a distance and expresses
himself quite satisfied with the boat being
quality, or of the Ogasawara Islands when
both under consideration our position 27° 13' north
astern of which we were last night at about
in the same position as on Monday 4th inst

Sunday 8th

Dear Love I received the lovely letter last night and kept it for the boat, this A.M. a large stranger has from the S.S. which lately has been the source

Saturday 7th

of [illegible] have left [illegible] Salem drifting to the east with the current Off [illegible] Primero, Pulo Batta Islands in sight. We are still hoping would & wind and get [illegible] shift

Sunday 8th

The wind brings us towards night and we make away from the land & to the N. Albacore, [illegible] Skipjacks are plenty and from deck several a double black fish, some entering the Archipelago. Then P. Mr. Cone a good sized whale belonging to the species known as Finback

Monday 11th

Pleasant with a good breeze from SW, steering free & by [illegible] (on [illegible] night) Spanking &c. Carrying on [illegible] fish on deck strike one of [illegible] the line parts and Mr Parsons rubbish [illegible] off with the iron [illegible] the Boat in fast much [illegible] ghosts to day [illegible] for the last week or two,

Tuesday 12th

Weather pleasant wind light from westward and a good Brug close hauled on Larboard tack 8 bells P.M. when we took Observ at 8 pm observed Land on weather quarter bearing N by E 15 miles distant at midnight again took observ finished varnishing deck today Painting work finished not

Wednesday 13th

A.M. to 8 bells, took observ Lg. 6. blk. a squall came on an hr hour more Brig it rains for a while and then clears off came up with fore top mast back stay Hand turn the end over if having dropped Eleven miles turning in head of P.M. scraping decks

Thursday 14th

Pleasant, wind along from N.N.W. steering a course N.E. when Cape will head it, at 4 light the Island of Bonza heaves in sight on the bow P.M. and the Island makes its appearance on the weather bow and at evening we find ourselves becalmed between the two (12 miles South of Bonza) finished scraping the decks today as far (down aft) as mid ships

Friday 15th

A.M. have a shower of rain after which a breeze springs up from N.N.E

P.M. strong breezes steering N.E. by N when she will stand well at anchor off Borneo.

Saturday 16th

Pleasant at daylight saw the Island Pulo Gasser in the Banda Sea or one of the Spice Islands. rattling down rigging etc etc.

Sunday 17th

Pleasant Gilolo Passage in the terminus of our route thereof the East Indies and at day light find ourselfs entering it between Pulo Gasser and Lookissing Island, the wind ahead but the current being with us enable us to come head way.

Monday 18th

Pleasant wind about the same we are working along in vicinity of a Group of small Islands Obsborg's Rocky etc etc thickly covered with vegetation, 4, 6 bells P.M. saw from the group 9 small Islands bearing about South.

Tuesday 19th

Weather pleasant with light wind ahead saw a Brig to wind ward steering to the Eastward also saw the Dame route which we stand also found our selfs to be in the Best Sailing Season

Sheet No 8

Friday March 22nd

Since Sunday the weather has been
moderating fine & exceptionally acouple of
days excepted (Rain fog & rain & blow) are
now in Lat 36° 2' Long 122° 30' and have entered
the Pacific (yesterday) Gillolos Island, (Point
Lobos de Afuera Californica) are still in sight.
the Brig continued to take down our Lower
days & still in sight astern, have finished
rattling down main rigging, unrigging
mast steps, yesterday afternoon & Early
Friday morning Sprung

Sunday 24th

At Breakfast in Lat 36° 2' Long 122° 30' the
Brig hauled on Lar tack steering North
when she will head it westerly a little
Generally and sufficiently warm

Tues 26th

Weather moderate and fair between 34°
& 35° north of the line this morning received
the unwelcome intelligence that for the
remainder of passage [illegible] to be all hands
employed on board rigging re knotting lanyards
and putting it to rights & scouring rigging &c &c.

March 25 Sail

Fryday March 25th

Since Tuesday Work had an "accumond brese from N 3rd E 3rd blowing a cendre N.N.E. when she will "head it" have gone six stays 2 or 3 time and have exchanged a few Cannon balls. Last night and this morning this came thick and fast down the Gods and as the fog rol was removed by the light wind the Lark and Chat the Argill came suddenly in Motes watch and parted both the clew garnets were on hooked the lee boat line on board and weather one partly disabled the bowline held the weather back and after the Argill was on board hauled the lee clew aft, with clew rope and hooked double shut so ends and we go below. Fa day 5 weeks and more at sea the smoke discover Hat fore royal studding sail down from mast of Admiralty declares that it is rong "blown" a little Sand has thrown over as they should be a sentence that might be applyed to many other thing, the rigging aloft is in a shameful state chafed by many places to the rope and come into the rebat especially foot ropes of sails one try and that won't rent down before rewinding the safe it was found necessary to put to a new standon the Royal Mate " from aloft yesterday for first time for many days (a my knowledge) covering

of foot rope of main st gallant sail (by
making a seizing when it is soon as you get
as to mast a new strand, fort, rope of
fore royal also chaffed nearly thro, Rhode
are fancy thus thing that I must out
speaking of for the present The course of the
state of affairs is rarely traced by those that
are acquainted with nautical affairs the expla-
nation of which not a tenth part have I ex-
emplified. The wind to day is in the right
direction for the N.E. trade close hauled on
Starboard

Saturday 30th.

Weather cyrally stirring a course N½E.
the watch clear the T.R.M. below the main
royal got over lee yard arm when cleared
up in cyrall the wrote the sail hoisted
up before clearing it and split it after
the boat towed it out it was sent down
and an old hempen rope put up

Sunday 31st - Lat 11° 46' N.
Weather more settled blowing full enjoy-
ment of the N.E. trade steering a course
N.W by W. with top mast and top gallant
standing sails out making 6 knots
per hour If no accident happen we shall
arrive at Hong Kong the first of next month

Monday April 1st

Weather pleasant & keeping a little more in evening steering a sou'ster when she will head it about P.M. wind S.W. wind strong and a little squally. My watch headed the Boats gone on the job to get up top gallant and royal mast Head stay we were obliged to use a bowline to prevent the sea from washing us over board / P.M. wind moderating

Tuesday April 2nd

Nearly calm weather pleasant, "work the hours using scrub brush and soap and saleratus after which try the rigging, cupping, rattling down cat, cat. pleasing off spars

Wednesday 2nd.

Wind strong and squally (with some rain (in morning) steering S.S.W. when she will head it. pleasing off spars and getting them ready to unrig and took prophely, Our position today at noon is 15° 5' 0" S. Lat 128° 25' E

Thurs 4th

Weather pleasant wind light from S.E. at work in rigging &c &c spars and pleasing off cat, cat.

Friday 5th

Weather fine and a good breeze from S.E. employed about the same as yesterday steering a course about W. by N.

Sheet 050 {April} Enter China Sea

Saturday 6th

Fine weather and a good breeze from the S2d steering a course W.b.N. all hands employed at Spare topmast (Plaining it off) at work in rigging, (making a new awning to reach from Mizzen mast to Main mast to put in port fore and aft, at eight, a small School of dolphins passed just a mile and we were steering to retain 6 of them by simply introducing the grains to them

Sunday 7th

Weather fine wind hauls" more to the West steering about the same as yesterday

Monday 8th- A.M.

Weather pleasant with a fine breeze from S 2d & W'ly steering when the wind will admit W. 1/2 S. at day light sighted Bashee Island in Latitude 20° 14' N 122° 03' E and as steering thru Bashee Channell into the China Sea Bashee Islands is one of a group called the Bashee Islands situated to the Northward of the Philippine Islands thus A.M. the wind hauls to W.N.W. at about 2 P.M. sight Formosa Island in Lat 21° 56' Long. 120° 56' and then tack ship heading on the Eastern tack S.W. by S. the weather looks raing and the wind strong and unsteady

Tuesday 9th.

Wind from the N.E. (called the Monsoon) weather
showery and a little squally, steering a course directly
for Hong Kong. at work on the awning and
putting things to rights preparatory to entering port

Wednesday 10th

Wind continues about the same, weather
during the day cloudy threw which the sun
occasionally penetrates but after 8 P.M. goes down
the clouds have a strong inclination to condense
and rain is very apt to follow; get the Star
anchor on the bow at 8 P.M. at night shorten sail
were 90 miles from Hong Kong at noon - 10 6bls
hove to under top sails at midnight wind
find 20 fathoms muddy bottom with a mixture
of sand (all yellow) saw a large number of junks
today they going about generally two together
fishing with 2 masters.

Thursday 11th

P.M. middle watch (12 to 4) "Wind & tides
finding about 20 fathoms, at 4 6bls away
and round on sail at day light saw
and Island at the mouth of the
river, a Chinese Pilot boards and the
Capt agrees to give him $50 to take him up
which he did the time otherwise passing plenty
of Islands on the way to day breaking of junks
river boats and the like of all sizes shapes

April 11th

And forenoon also Passed up the afore looking Steamer (from Boston) about a mile bound East, and the Bayou Steamer Boston this was near and in sight of the town the mail Steamer Inward bound also passed us at this point at 2, 6 bells, was at anchor in 7 fathom mile - handy to the landing got the sails furled Boats hoisted up and things stowed up a little by supper time when we did justice to sweet potatoes and Beef Steak. the boats entered the city brought off the letters & papers. one of the former for Bernard containing a note for Hazel

Wednesday 12th

Wind E.S.E. and cloudy with some drizzle the Pilot came aboard and took our departure by the Beacon on Fort Morgan point with two anchors

Thursday 13th Send a letter home

Not so windy but rainy send down royal yards, main sky sail yard & mast Head ends of the mast clear up the decks and wash them down scrub the vessel outside etc etc, this morning between 5 & 6 bells the Mobile Black D. Delano without cause.

Friday 14th

Moderate weather and quite pleasant go ashore on a visit to see the place of what we shall hear something to buy by and by the Boats had visitors aboard to day they

were Warren Dolan Pearl Flint and
two stranger, Warren remained aboard and par-
took of some dinner.

Monday 15th

Moderate fair weather the Stevadore
with his gang (all blacks) come aboard
and commenced discharging the cargo
sister lighters - discharged 550 Bbls
Bbls all provisions, the crew at work on
awning send down fore top gallant yard set
up spanker S. G. Mc. back stays set set,

Sunday 16th-

Wind light weather pleasant and warm
have discharged 500 Bbls provis-
ions flour beef & pork &c. the crew at work on
awning setting up main top gallant shrouds
seizing off royal backstays set set,

Warren Dolan Jr, was aboard
today thrivin fully on business He made
a fair remarker about the old ship and
she needed some paint on the out side
below the bends

Wednesday 17th-

Weather middling pleasant Wind N.E. and light
discharging cargo have taken and thus far about
150 Bbls flour in for remaining besides 100 tons
coal. the crew variously employed the awn-
ing is complated by putting the curtains

April - - - 18th to - - - - - - - - 1861

Thursday 18th weather about the same wind quite strong from the N.E. at ¼ 6 A.M. left off discharging coal and got up 16½ cords wood to be sent ashore in the morning a pair of sawbucks came off on which they intend to saw the coal taken in discharging the crew painting ship out side cutting up top mast head &c. Flowing away up with the main tack the back stays setting up the fore bolster under the rigging but the trusses were removed off and the mate conducted to the everything ran.

Friday 19th

Pleasant moderate weather breaking out the coal the hoist has sawed 5½ cords wood at 8/ per cord have discharged about 35 tons coal. the crew variously employed the carpenter caulking and laying the decks, this morning between the hours of six & seven the Mate struck and kicked Frank Anderson without any cause this is the 2nd time that the undersigned have witnessed a similar case. John Fox George Cumming. Bernard Terry. Pat. M. Dillon.

Saturday April 20th

Moderate weather discharging cargo "the crew cleaning up between decks Starboard side Stores down in lower hold Pm 3 & 1/2 bbls beef & 1/2 bbls pork setting up the mast rigging ect ect. An American Boat came in Port with the Sloop John Adams and this morning she fired a Salute of 17 guns and was answered by as many from an English frigate (the Admiralty Ship) it is rumored to day that we are going to Manilla on Holiday

Sunday 21st

All the hands forward & aft the top & shore on liberty the boat gone "

Monday 22nd

Pleasant weather discharging cargo "the crew searching ship, scraping upper deck, ect ect. "the Starboard watch on liberty

Tuesday 23rd Have discharged all the cargo except about 100 tons which will remain until something else is ready to take its place, the crew variously employed

Wednesday 24th Painting ship both outside and inside "getting up provisions ie Beef & Pork (stores) ready for issue ect ect

Thurs 25th Painting the yards, ect up main top mast stay ect, ect. there is a rumor in circulation that we are going to Whampoa

(May)

in ballast after a cargo of tea to return home to clear for the United States

Saturday 4th Since the last entry nothing of much importance has occurred the crew have been employed variously making a new mainsail not cut, Otto boy has reported that he expected to go up to Woosung in ballast for a cargo of Tea but as yet there is nothing positively known when we are going or if we leave in ballast or take on a cargo of rice, a portion of the cargo still remains aboard sufficient to keep half of them busy the Merchants (Chinese) abound to day looking at the ship (I think with the intention of buying) At 12 the rain began to come down the wind still from the N.E. exactly last Sunday when it blowed very strong from the opposite direction.

Sunday 23rd Since the above date hour have been busily employed getting ready for sea sent up all and royal yards set sail, the Steward has got his cargo nearly all in consisting of rice, flour, fish, leaf Tobacco cut, etc, the master has been unsettled the prevailing wind from E to E.S.E. the English Brig was attacked only 4 miles out by Pirates and robbed of 8 lives in specie they had a Chinaman on board who stowed the Brig he must away with the Pirates which

establishes the
agent in the affair. The Spitz H. Mate
were towed forward and then tied down
the crew were all employed upon various
duties, Some in after part of ship
(Chinese) on the Poop, Some forward with
and Some in the Waist. Some were employed
in the Forecastle returned (Sat 4 Hours) and Some
Some employed Carpenter Sail Maker
Cook & Steward. Sat 23d Hove up
Side of the Spanish Barque Dagmar
Commenced discharging Cargo
Sun 24th Raining the Barque changes her
position Sent ashore for Pilot again Aboat
Sent towards night the rain ceased and we
Took in a few bags rice, to day is the Queens Birth
day and was celebrated by hoisting Flags and
Firing a National Salute. Sat 25th Hove
Anchor flick but little in the way of cargo P.M.
Hauled off from the Spaniard a Sailor Man
Sun 26th Employed as before when
the Tug Lashed me
and was obliged
Mon 27th Pleasant
having hauled
Sent Boat
(P.E. this rice)
Employed as before
Employed as before

(Wed.) (Thurs.)

Thurs 28th. Pleasant & warm. Sit under way for
Shanghai, the wind very light; anchor again for
the Tide to turn get clear the coast & entrance
at noon sit when the Pilot leaves us. Wed 2) the Pleas"
wind light and from the S.E. Thursday E.S.E &
ESE the wind fresh. Thurs 3rd Wm Wade & mate
about the same last night & this morning with the
Barge, Fri 31st Pleasant with a light breeze from the S.E.
steering a course N.E. by E. Saturday the crew
Sat June 1st Fine weather wind light from S.
steering a course N.E. by N. now & Keg and a half
Sun 2nd " Weather pleasant & wind stronger Some
3 weeks one a barque found in Lat. 29°24' E Lat at noon 29°18'
mon 3rd Lat. 25°27' Long 120 47' 45" Weather
Pleasant" wind moderate the barque still in sight
from same [illegible] (Fishermans) [illegible]
Lat. June 3rd Lat 26° 2' N. weather pleasant
wind moderate steering a course N.E. by E. 1/2 E. 1/2 Port
course E. 5th fair wind light and 2
Barque heave. She soon struck one of the
Foreigner (Shanghai) alleged course midnight.
at midnight she became cloudy and wind
strong veering W by South for Lat. E. until noon moderate spoke at 4 p.m.
Wed 4th " cloudy wind strong steering a course
N.E. " N. wind South to the N. cloud
Shanghai on Sat 2 sail in sight

Pleased,